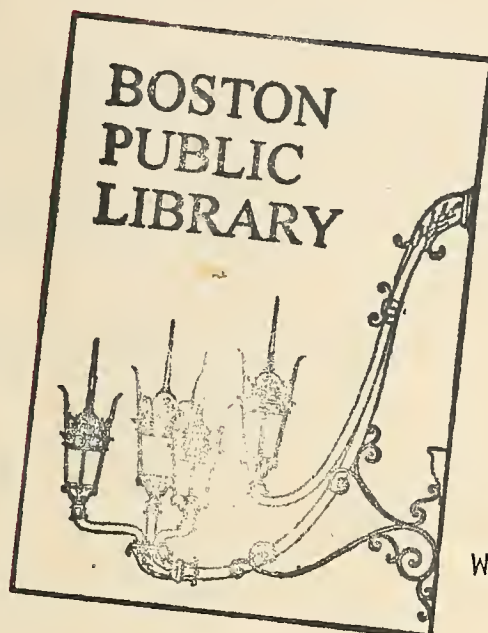


GOVDOC  
BRA  
4794

7/11/84 2:17  
STAFF DRAFT  
FOR  
REVIEW ONLY  
X-6012

PRELIMINARY



NEIGHBORHOOD PROFILE  
WASHINGTON PARK-MODEL CITIES

OCTOBER 2, 1974

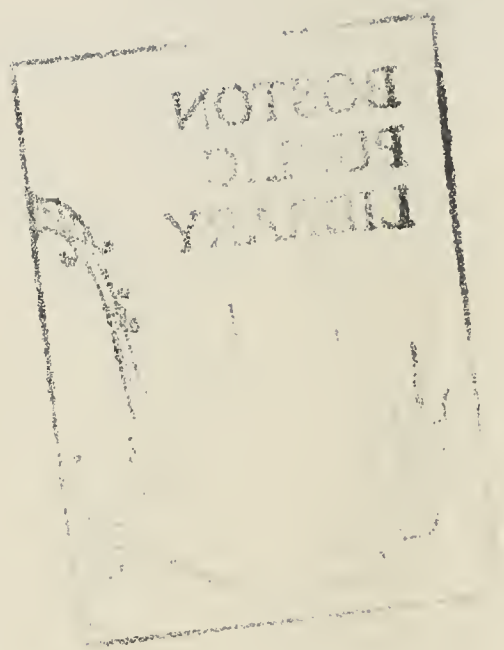
Boston Redevelopment Authority

Planning Department

WASHINGTON PARK-MODEL CITIES District Planning Program



Washington  
Park  
B65R  
N



## TABLE OF CONTENTS

### I. ROXBURY: A HISTORICAL PERSPECTIVE

THREE TOWNS

DEVELOPMENTAL AREAS

HOUSING VARIETY

ETHNIC GROUPS

POPULATION DECLINE

REDEVELOPMENT PROGRAMS

NEIGHBORHOODS

Model Cities

Sub Area 1

Sub Area 2

Sub Area 3

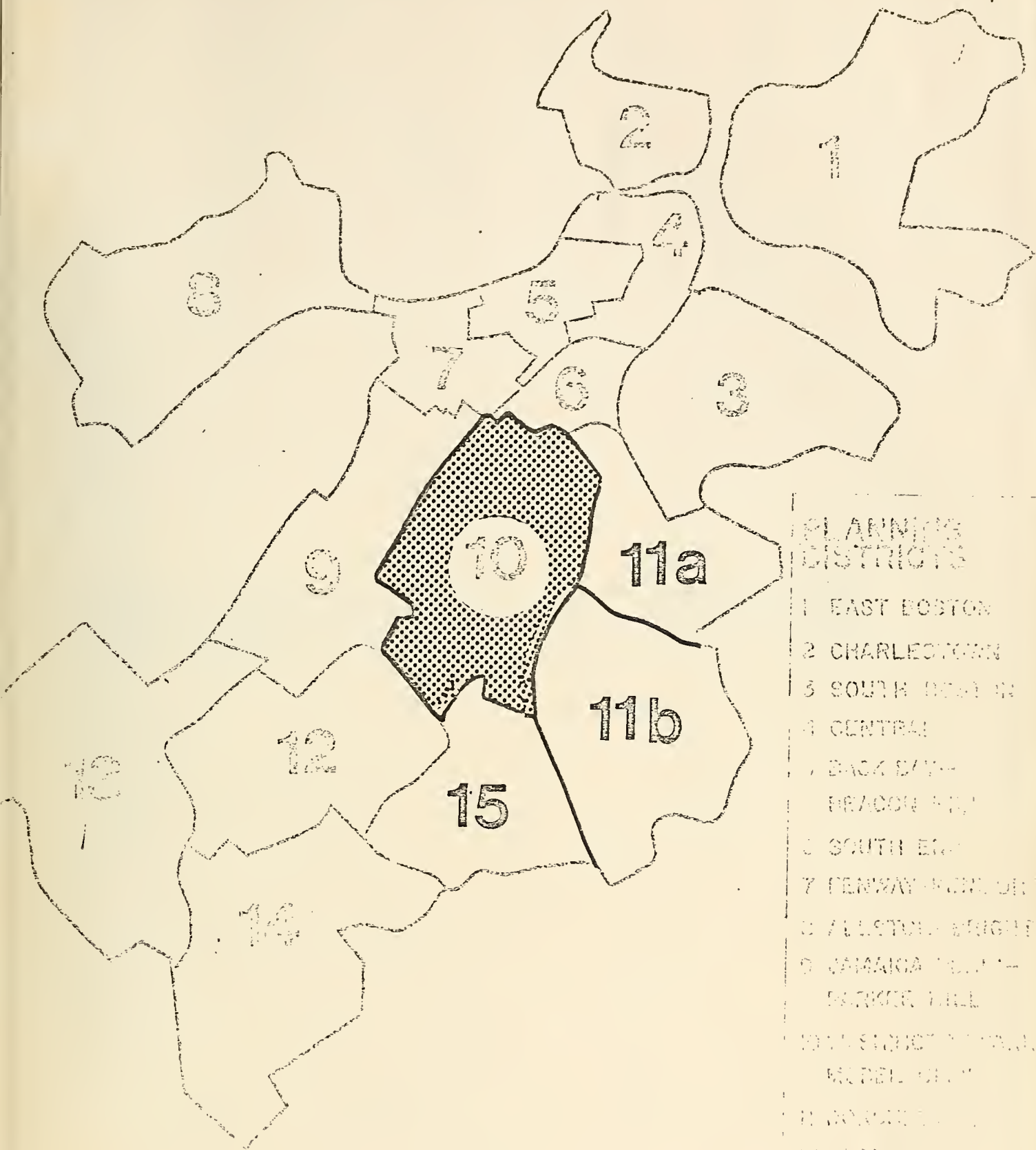
Sub Area 4

Sub Area 5

Sub Area 6

Washington Park






# PLANNING DISTRICTS

- 1 EAST BOSTON
- 2 CHARLESTOWN
- 3 SOUTH BOSTON
- 4 CENTRAL
- 5 BACK BAY -  
BEACON HILL
- 6 SOUTH END
- 7 FENWAY - NORTH DORCH
- 8 ALLSTON - BRIGHTON
- 9 JAMAICA HILL -  
BARKER HILL
- 10 DORCHESTER -  
ROSELAND
- 11 DORCHESTER -  
ROSELAND
- 12 WEST BOSTON
- 13
- 14
- 15 MATTAPAN-FRANKLIN



The Black Community, the Brown Community, the Red Community, the Poor Community reflect our failings the most, because these communities can least defend themselves against the forces which shape our cities, suburbs, and country.

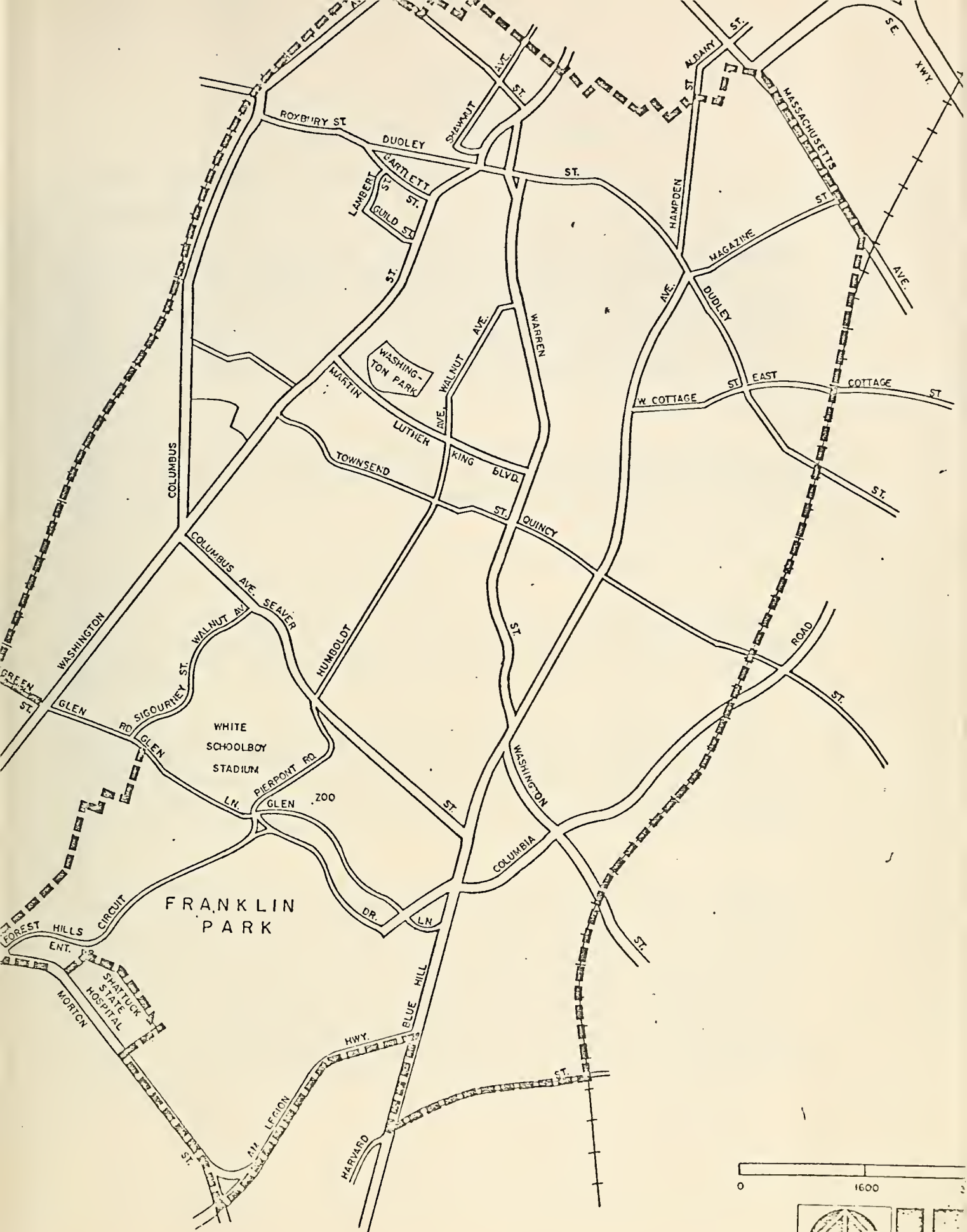
Charles C. Allen



Digitized by the Internet Archive  
in 2011 with funding from  
Boston Public Library

<http://www.archive.org/details/preliminaryneigh00bost2>





WASHINGTON PARK - MODEL CITIES



## ROXBURY

### MODEL CITIES - WASHINGTON PARK

#### Roxbury: A Historical Perspective

##### Three Towns

The Washington Park-Model Cities planning district contains portions of areas that once were three separate municipalities. Most of the district belonged to the town of Roxbury, founded in 1630. To the southwest, Egleston Square was a part of West Roxbury, which separated from the rest of Roxbury in 1851. The eastern area, including Grove Hill East and Franklin Park, was part of Dorchester, also founded in 1630. All three municipalities were annexed to Boston around 1870.

##### Developmental Areas

Early settlements clustered around Eliot Square and along Dudley and Washington Streets. Roxbury village lay at the edge of the hilly farm area, connected to Boston by a narrow neck stretching between Back Bay and South Cove.

In the early 1800's, summer houses and country estates were built in highlands by Boston's wealthy families.

The first major development came 1840 and 1873, when the area along Dudley Street was partly filled with less expensive versions of Boston townhouses and detached single and two family houses. During this time, the bays between Roxbury and Boston were also being filled.

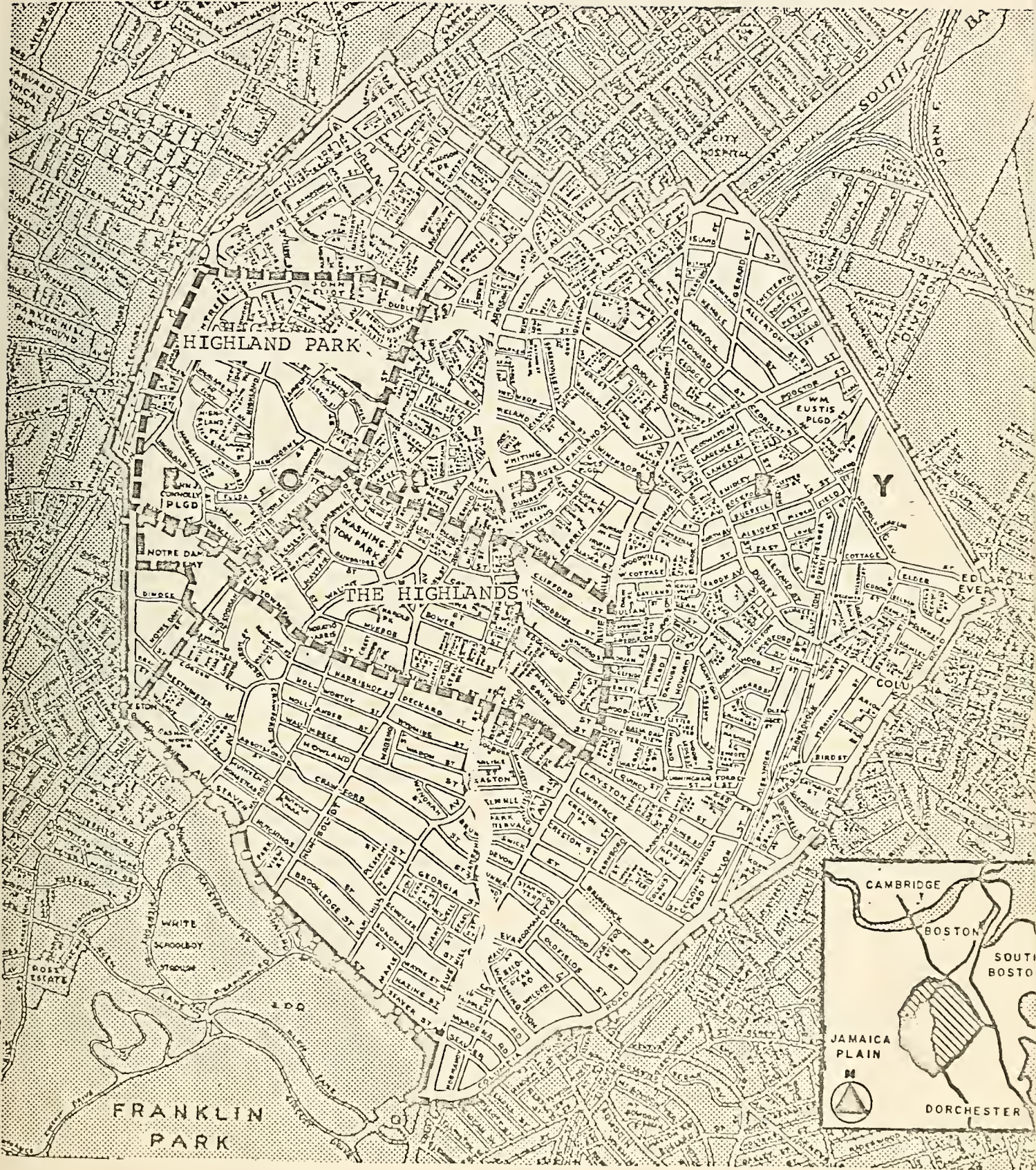
The majority of residential development, however, took place between 1870 and 1900 as street car service was extended to the area. The steeper central highlands area, between Washington Street and Blue Hill Avenue, received only limited service and became the home of the more affluent families. Houses increased in size as they approached Franklin Park. The surrounding areas were developed with more moderately priced housing.

Roxbury Highlands was a unique area within the three suburban towns of Roxbury, West Roxbury, and Dorchester. During the last thirty years of the nineteenth century it continued as an area of medium to high-priced construction while all the other land around it had become centers of lower middle class building. In ethnic and occupational characteristics, its population resembled that of the outer suburbs where most of the central and upper segments of the middle class were then building their homes. Its structures and land plans also resembled the outer suburbs except that the closeness of the highlands to Boston made it a profitable location for expensive suburban apartments and some other special rental structures.





ROXBURY HISTORICAL DEVELOPMENT







The unique characteristics of the Highlands delayed its participation in the contemporary outward migration of classes. It was only a delay, not an exemption. Instead of having a large emergent Irish lower middle class living within its boundaries during the years 1870 to 1900, the Highlands stayed in the hands of the central segment of the middle class. Then in the twentieth century, the tide of fashion and the movement of classes having passed way beyond it, the Highlands became the home first of emergent Jews, and subsequently, of emergent Negroes.

A combination of three things made Roxbury Highlands unique: it was geographically isolated, much of it was built in a form suited to the growing suburban fashion, and it inherited a set of institutions which could for a time maintain its small community quality.

During the first seventy years of the nineteenth century, Roxbury grew in two separate ways. Lowland farms on the Neck, destroyed during the Siege of Boston, were taken up slowly, first for manufacturing and commercial uses, later for homes for Boston's expanding population. Several factors encouraged the industrial development of this area: the water from Stony Brook and Jamaica Pond, the wharves of the South Bay, and the proximity of this part of Roxbury to Boston. By the 1840's, lower Roxbury had become one of the several peripheral manufacturing towns which bordered the harbor. Like South Boston, East Boston, Charlestown, and Cambridge, it was partly a residence for those with business in Boston, partly an industrial quarter in its own right.

Roxbury Highlands, on the other hand, came to serve a variety of residential uses. The steepness of much of its land kept out industry while the same topography made the Highlands land suitable for summer houses and gentlemen's estates. Also, being close to the market center of the town, some of the Highlands was taken up with the small houses of the local tradesmen. In the 1840-1873 land boom, the three blocks from Dudley Street to Dale Street were partly filled with wooden and brick imitations of Boston town houses and detached singles and duplexes. This development was typical of the old peripheral town development where big houses and big lots were mixed in with houses of moderate price. The new construction covered but a small part of the Highlands, and all houses were of medium price or better; therefore, it did not prejudice the main development of the district.

Beginning in the late nineteenth century, men of wealth and fashion built large houses about the Hills of Roxbury. During the first thirty-odd years of the nineteenth century, Roxbury Highlands and Jamaica Plain were one large district of suburban estates and country houses. The laying of the Boston and Providence Railroad tracks in 1834 and the steady industrial expansion along the Stony Brook Valley cut this area into parts which developed in separate ways. The western Roxbury uplands, a continuation of the Tremont Street district, developed as a lower middle class suburb during the 1870-1900 boom. After 1885, another section adjacent to Stony Brook industry, the part of the Highlands that lay between Washington Street and Columbus Avenue also became an active center of lower middle class building.





The balance of the Highlands, roughly a square mile from Washington Street to Blue Hill Avenue, from Dudley Street to Franklin Park, continued to develop in the hands of the central and upper segments of the middle class. This section, unlike any other in the three towns, was both isolated and convenient. The steep hills that rise up from Dudley Street caused some isolation. The early roads, Washington Street, Warren Street, and Blue Hill Avenue were laid out to skirt the sharp grades. In this way, the main nineteenth century traffic lay at the edges of the district. Further, isolation was achieved as an accidental result of the creation of Franklin Park. After 1886, this large park formed the south boundary of the Highlands. Streets that cut through the center of the Highlands, Walnut Avenue and Humboldt Avenue, might have ultimately developed heavy traffic loads if the park land had been available for housing construction. Instead, these streets lead nowhere. Thus, because of the contour of its land and the barrier of Franklin Park, the Highlands remains a residential cul de sac.

In terms of houses, construction proceeded from the edges of the district toward the center. In general, the social status of the land and the size of the houses increased as one approached Franklin Park. On the eastern edge of the district, between Blue Hill Avenue and Warren Street, the housing boom of the 1889's and 1890's took the form of streets of new single and two-family houses with but few three-deckers. Single and two-family houses in the latest architectural modes gradually took up the vacant land throughout the whole district. Highlands land remained high in status, high in convenience and therefore, high in price. Large detached houses on smaller lots than those in outer Dorchester or West Roxbury were common to the area. The high price and high social status of land was also reflected in large three-family structures which in their exterior conformed to the shingle style houses of the neighborhood but did service within as expensive three-deckers. Some apartment houses were also built, three-story apartment row houses, and tall apartment hotels. These apartment houses crowded the land and destroyed its garden effect just as the three-decker did elsewhere. However, they did not take a major part of the land until after the First World War. In the 1920's, large numbers of apartments were built for Jewish families coming into the district.

Throughout the nineteenth century, the highlands remained as much as garden suburbs as any large section of the three towns of Roxbury, West Roxbury and Dorchester. To most middle class families of the 1870-1900 era, its land arrangements were eminently satisfactory. In addition to its housing and land plan, the Highlands possessed the advantages of a homogeneous middle class community located close to Boston. In 1891, rental survey conducted by the State of Massachusetts further attests to the degree of satisfaction of Highland residents. Here was located more than half the premium rental space of the three towns. The rented suites and houses were not only larger than elsewhere, but the price per room was higher. Almost half the rental units in the Highlands went at the premium rates.



The special conditions of social movement and house building in Roxbury Highlands during the 1870-1900 period were but one of the eddies in the general flow of middle class Bostonians out from the center of the city to vacant suburban land.

Today, although there is one dynamic middle class group residing in the area, the Negroes, Roxbury the Highland, the Tremont Street district, the lower town is for the most part a run-down area. Physical deterioration has been especially severe in the old districts of lower middle class building. The churches, the stores, the parks, and the schools, all once active, prosperous, and well kept are now either struggling along in the old ways or are engaged in the difficult process of adapting themselves to the service of the modern urban poor. It is a hard task at best, for the churches are either too large, of the wrong denomination, or in the wrong place. The schools designed to teach candidates for Boston Latin and English High Schools now face a generation of children, many of whom will never complete high school. Most students are destined to enter the large pool of Boston's unskilled labor force. Parks and stores share the common problems of the wrong locations, antique plant, and the need for new marketing modes to service a different kind of customer.

Most of the problems of Roxbury today are not primarily housing problems, but the problems of urban society as a whole. The houses of Roxbury are out of vestiges of an earlier, rapidly changing society which built to the measure of the moment and then left it remaining for others to use as best could.

### Housing Variety

The Washington Park-Model Cities area contains a variety of housing: wood single and two-family houses and triple-deckers; and wood and brick row houses, and apartments. However, seventy percent of the residential units are in structures having one to four units, except in the Fort Hill area with its row houses and in southern Washington Park with its apartment buildings. The housing is also varied in its original value, with expensive and more moderate priced housing along the same street.

The heterogeneity of housing development had several causes. The hilliness of the area first attracted wealthy families while the later extension of lineal streetcar lines brought middle income families. However, only a few structures were built at a time by individual owners and small-scale developers. The steep topography also caused areas to be left undeveloped. Somewhat later, crosstown streetcar connections attracted moderate income artisans and factory workers by providing access to their changing work locations.

### Ethnic Groups

Up until 1900, the Central Highlands were populated mainly by Protestant families and a smaller number of Irish families, while the surrounding communities were predominantly Irish.



In the early 1900's, Jewish families moved into the southern area. At about the same time Black families first moved into the northern area. The Black community gradually expanded into the southern area after World War II. Seventy to ninety percent of the residents are now Black, except in the Egleston Square area. Recently, a number of Spanish-speaking families have moved into the eastern area along Dudley Street.

### Population Decline

During the 1960's, population in the Washington Park-Model Cities district declined by twenty-four percent to 71,000 residents. This loss was much sharper than the eight percent decrease experienced in Boston as a whole. Population decline has been less in the Egleston Square and Warren Street East areas and has been negligible in the Franklin Park area.

This population decrease has accompanied a general decline in the quality of the residential environment or in some instances, redevelopment projects.

### Redevelopment Programs

Most of the Central Highlands area, between Washington Street and Warren Avenue, was included in the Washington Park Urban Renewal project. During the program, almost 2,000 new housing units have been built and approximately 4,500 housing units have been rehabilitated.

At the western end of Dudley Street, the Campus High Renewal Project is underway. Under this program, 130 new units are under construction and over 400 units are planned or proposed. In addition, 360 housing units will be rehabilitated.

In the Model Cities area surrounding Washington Park, over 1,000 housing units have been rehabilitated and over 200 units have been built or are under construction.

The proposed transit improvements in the Southwest Corridor to the west and along Warren or Blue Hill Avenue to the east will also help renew the residential desirability of the area.





## WASHINGTON PARK URBAN RENEWAL PROJECT

Washington Park, a section of Roxbury, covers an area of 502 acres. It is bounded by Washington, Dudley, Warren and Townsend Streets. As an area it remained generally undeveloped until the 1830's. It eventually became a way station between the city and suburbs for successive invasions of ethnic, economic and racial groups.

Until the 1870's and 1880's, the population of Washington Park was primarily Yankee. Then came the Irish who swept through on their way to Dorchester and the suburbs. In 1890 the Germans, German Jews and Catholic Canadians replaced the Irish as the districts dominant group. By the mid-twenties, a few blacks began to move into Upper Roxbury - a pattern which accelerated after World War II. The 1960's brought an immigration of low income Blacks from the south. Along with this group came the "social problems" which customarily attend migration and low economic status. In a short ten years, the area completely reversed its racial composition from 70 percent white to 70 percent non-white.

By 1960, most of the middle-income white population had departed, leaving only the poor and elderly behind. Low income, low status Blacks had engulfed Middle-Roxbury. While an enormous social gap existed between the middle income and lower income Black families, the physical distance was all too slight for those in Middle-Roxbury who saw themselves surrounded by newcomers from the south and those in Upper Roxbury who felt that their area would not hold out as long as the prestigious Black community in Massachusetts.

Most housing construction in the area ceased in 1918. By the 1950's, the ravages of time and neglect were taking their toll on the once good quality, well cared for housing stock. As the twentieth century progressed, the quality of housing began to deteriorate.

By 1960, the Washington Park community was crumbling badly, both socially and physically. Community leaders, who had long been concerned, now expressed their concern to the Boston Redevelopment Authority (BRA). As a result, the BRA, community leaders, and the residents of Washington Park themselves joined forces in 1961 to develop a Washington Park Urban Renewal Plan.

### Urban Renewal

Under the provisions of the Housing Act of 1949, as amended, the Federal Housing and Urban Development (HUD) was authorized to enter into contracts with local redevelopment authorities (the BRA was such an authority) to finance slum clearance, urban renewal projects, and other programs designed to prevent the spread of urban blight and to improve the quality of the urban environment.





The renewal process began with the leadership of the Roxbury Community Council, a district organization that could deal with issues of renewal and rehabilitation. Freedom House was involved in setting up this Black organization. In 1959, eleven neighborhood associations were affiliated with the Freedom House Operation. A small group of local leaders called the "Community Organizations Steering Committee" was set up. It provided an organization uniting Black groups, neighborhood associations and influential citizens in an urban renewal team.

Washington Park emerged as a distinct residential district at the stroke of a planners pen rather than through the logic of history of natural boundaries. Thus, when designated as a renewal project, the district had virtually no formal or informal institutions geared to link together the four residential interest groups (LRCC, Washington Park Renewal Committee, Freedom House and an ad hoc group of local businessmen and religious leaders who met occasionally with BRA staff concerning the project) found within the project boundaries.

Washington Park physically was a mixture, the well kept streets next to Franklin Park standing in stark contrast to the desolate area along the Lower Roxbury fringe, shabby three-decker, small frame houses bursting with apartments, abandoned buildings, and empty lots dominated the scene.

In February, 1960, the BRA approved two survey and planning applications for Roxbury. In April 1960, the Boston City Council held a public hearing on the late approved renewal proposals. In the summer of 1961, federal approval was given for Washington Park to begin planning to help stop blight in the Washington Park area.

A Washington Park Steering Committee was put together by the Director of the Freedom House. Otto and Muriel Snowden struggled for several years to reach a consensus on what should be done. The question of representation of the community on this committee was never clarified.

Despite this and other organizational problems, the committee managed to effect the doubling of the size of the Washington Park project to include Upper Roxbury. The goal of the committee was to use renewal as a means of re-establishing a Washington Park that would be as it had been in the past, an integrated middle-class community.



## Model Cities

Housing in the area has been characterized for years by deterioration. The total number of housing units in the Model City Area is approximately 20,170, of which 86 percent are occupied. Of these occupied units, 79 percent are renter-occupied (compared to 73 percent renter-occupied in the City of Boston as a whole). Census data show that the median gross rent for these renter-occupied units is \$111 per month.

The Area's vacancy rate is more than double that of the City (14 percent as compared to 6 percent for the City as a whole). Census data also report that overcrowding trends to be a more serious problem in the Model City Area than in the City itself; 12 percent of the area's occupied units have more than one person per room, compared to 8 percent of Boston's occupied units.

Owners account for 21 percent of the area's occupied housing units. Seventy-seven percent of the owners of single-family dwellings estimated that these properties would sell for under \$15,000 if they were for sale.

The area is also characterized by aged housing stock. Census data show that the vast majority (79 percent) of all units are in structures that were built before 1940.

In both the Model City Area and the City of Boston, the great majority of housing units in 1960 were renter-occupied. Only 18 percent of the Model City's occupied units, and 27 percent of Boston's, were owner-occupied. Results of the 1970 Census show that the percentage of owner-occupied units in the Model City Area has increased to 21 percent, while the figure in the City has remained unchanged. Thus, the gap between the two narrowed somewhat during the 1960's. Here, then, is a sphere in which the Model City Area has made real gains compared to the City. Efforts by such groups as the Boston Banks Urban Renewal Group probably contributed to the increase in home ownership in the Model City Area.

Pockets of good housing stock around the Forest Hill highland parks area, This area has a high percentage of elderly home owners along with young professionals and a growing counter culture population. The Southwest Corridor presently a vacant strip of land, offers major opportunities for development in Roxbury.

The neighborhood suffered from extensive demolition prior to the destruction of plans for the expressway, it is this land clearance, together with major public investments in mass transit and new access streets, which will seed community renewal.

Housing units are need of major repair and rehabilitation lie along the Blue Hill Avenue strip.

The Department of Community Affairs along with BRA are providing monies for planning and surveying for this area.

Plans to redesign Dudley Station are still in the discussion stage. This plan will involve the changing of traffic patterns and the provision of new commercial space.



## Population

The Roxbury, Washington Park population in recent years has been a subject to constant shifts because of severe, economic and social deprivation and the poor quality of the housing stock.

Between 1950 and 1960, the population of the Model City Area declined from 89,066 to 67,570 - a decrease of 24 percent. During the same period, the population of the City of Boston as a whole also underwent a significant decline (13 percent). During the years 1960-1965, the Model City population continued to decline, as did that of the City.

In 1960, approximately two-thirds (64.7 percent) of the Model City population was White, approximately one-third (34.7 percent) was Black, and a tiny minority (0.6 percent) belonged to other racial groups, primarily Indian and Oriental. According to figures from the 1970 Census, the Black and White proportions have become virtually the reverse of what they were in 1960: two-thirds of the population (67.8 percent) is Black and approximately one-third (30.6 percent) is White. The minority belonging to other races has increased but is still very small at 1.6 percent. The shift in the racial composition of the area is due to the emigration of the White population and the immigration and natural increase of the Black population. These patterns also occurred in the City of Boston as a whole, but not to as great an extent: the Black population increased from 9.1 percent to 16.3 percent between 1960 and 1970, while the White population declined from 90.2 percent to 81.9 percent.

In addition to the shift in the racial composition of the Model City Area, there has been another change in the area's ethnic composition: a significant increase in the Spanish-speaking population (primarily Puerto Ricans and Cubans who are classified as White in a racial distribution). Accurate information on the size of the entire Spanish-speaking population in the area before 1970 is not available, but some indication of the extent of the increase can be given by focusing specifically upon the Puerto Rican population, for which 1960 Census figures are available. In 1960, only 0.3 percent of the area's population was Puerto Rican, whereas the current figure is 5.1 percent. When all Spanish-speaking people (Puerto Ricans plus all others) are considered together, they constitute a total of 9.0 percent of the current Model City population. The growth of the Spanish-speaking population is very important because that group has a unique set of problems in addition to the general socio-economic problems affecting the area as a whole.





### Council Areas Decline

The Model Cities, Washington Park area has four main commercial strips: Dudley Street, Blue Hill Avenue, the Washington Street Shopping Mall and Egleston Station with smaller strips on Warren Street, Columbia Road.

These once prosperous commercial areas now lined with vacant stores, vacant offices, and vacant lots.

### Community Groups

Model Neighborhood Board - Circle Associates

Roxbury Active Program, Freedom House

Roxbury Multi-Service Center - these groups are involved throughout the Model Cities-Washington Park Area







MODEL CITY  
SUB-AREAS





## SUBAREA 1

### Population

There is a mix of Spanish, Portuguese, Blacks and Whites. This population includes a large percentage of newly-arrived Latin Americans. Subarea 1 is relatively prosperous. The median income in this subarea is \$7,549. Majority of its population is white. A small community of Spanish-speaking people.

This subarea has a fairly high percentage of welfare recipients.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
7,924	33.7	50.8	13.9	18.0

<u>Median Income</u>	<u>% Families Under \$5000</u>
7,549	26.1

### Housing

The housing stock is mostly wood frame three deckers. Much of the housing is in fair condition and abandoned buildings dot the neighborhood.

Although this subarea has several homeowners both Black and White, there is however a high incidence of absentee landlordism.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
2568		23.0	25.5

<u>Structures Abandoned</u>
214

### Commercial Area

The area is characterized by small Mom and Pop stores, as well as novelty shops. Most commercial areas are in need of repair.

There are no major food stores in this subarea.

### Community and Other Groups

The Model Neighborhood Board is the most effective in the area. The local APAC is most involved with the block associations.

### Summary of Needs

Removal of abandoned automobiles.  
Housing rehabilitation.  
Restoration of Commercial Areas.  
Information Center for Non-English speaking residents.



## SUBAREA 2

### Population

The population mix is Spanish, Black and White. Recently there has been a large number of young white professionals and counter-culture types with inherited incomes buying homes along Center, Linwood and also near Kittredge Park. There is a fairly wide income range in subarea 2.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
7513	70.8	15.2	12.3	16.2

<u>Median Income</u>	<u>% Families Under \$5000</u>
5687	42.0

### Housing

The quality of housing stock is a mix. There is young white professional money invested throughout the Fort Hill area where there are numerous large Victorian houses. Housing abandonment is scattered in the area, but most particularly around Kittredge Square and John Conoly Playground. RAP is carrying out major developments in Kittredge and John Elliot Squares.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
1819		21.0	17.1

Structures Abandoned  
729

### Commercial Area

Dudley and Washington Street shopping area is the major center for most Roxbury residents. At the conjunction of Dudley and Washington Street the traffic is highly congested. There is a lack of public parking facilities in this area. The MBTA is planning improvement of Dudley Station and the City is planning a new shopping complex. Lower Washington Street has a considerable number of boarded up buildings.

### Community and Other Groups

Circle Association, Roxbury Action Program and area APAC are involved throughout the subarea. Fort Hill has a strong neighborhood security force that is highly suspicious of any Black moving through the area after 7 o'clock at night.

### Summary of Needs

Housing rehabilitation incentives  
Commercial area storefront rehabilitation



### SUBAREA 3

#### Population

The population is predominantly Black with sizeable White and Spanish minorities sharing the lower section along Blue Hill Avenue. There is a large community of Black professionals along Moreland Street. Circle Associates has completed an economic study that demonstrates that new Black professionals are buying homes in the area. There is a large elderly population 65 years of age and older, several of which live along Kenwood Street.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
11315	76.3	14.8	7.3	12.4

<u>Median Income</u>	<u>% Families Under \$5000</u>
----------------------	--------------------------------

#### Housing

Most of the housing stock is from fair to poor, but there are some brick structures of good quality.

Single and two family units are interspersed throughout the area. Abandonment is scattered. And there are pockets of poverty in most of the neighborhoods in subarea 3.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
3463		14.2	20.6

<u>Structures Abandoned</u>
452

#### Commercial Area

Mostly there are small Mom and Pop stores selling such staples as milk, bread and fast food items. These stores tend to lack a wide variety of items.

#### Community and Other Groups

Roxbury Multi-Service Center is strong in the area.  
Small block clubs are interspersed throughout the area.

#### Summary of Needs

Housing rehabilitation incentives  
Commercial center improvements  
Income Assistance





## SUBAREA 4

### Population

The population is White, Black and Spanish. The population is considerably younger in subarea 4. The area has a small group of influential businessmen who are trying to create a stabilization program for the area.

There are units of public housing with a high vacancy rate. There is a large percentage of persons earning less than \$3000.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
10916	41.4	42.1	14.4	11.9

<u>Median Income</u>	<u>% Families Under \$5000</u>
5591	41.3

### Housing

Most Spanish families who applied for Orchard Park Project were assigned to other projects out of their neighborhood such as Columbia Point, Whitter Street and Bromley Heath because of the latter's financial difficulties caused by their high vacancy rates. The Spanish community interprets this to some extent as a deliberate attempt to disperse the growing Puerto Rican population which considers Orchard Park Project part of their "Turf." A large number of units are in need of major repair.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
3172		24.9	26.2

Structures Abandoned  
582

### Commercial Area

Bombed-out stores dot the area and some are considered beyond repair.

There is a lack of convenient food stores in the area. The Hispanic community cannot buy basic food staples of their native liking.

### Community and Other Groups

#### Area APAC

St. John Church has a community association composed of Black professional that are supportive of area needs.

Model Neighborhood Board is involved throughout area.

### Summary of Needs

Rehabilitation of units where feasible.

Development of new commercial space.

Public facilities improvements.

Construction of low-income housing, townhouse and apartments.



## SUBAREA 5

### Population

Is the largest of the Model City Subareas in terms of population. Ethnic composition strongly resembles subarea 6. Majority of the population is Black. Spanish community has been growing in recent years and will probably continue to do so. The population of Subarea 5 is quite young, even when compared to other Model City subareas, which by and large have younger populations than that of Boston as a whole. There are proportionately more children under 15 in Subarea 5 in any of the other subareas. At the other extreme of the age distribution, Subarea 5 has a smaller proportion of senior citizens than any of the other Subareas. The overall income of Subarea 5's population is somewhat higher than that of the Model City area as a whole: the median family income in the subarea is \$6,718, compared to \$6,415 in the total area.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
11560	91.7	3.0	4.0	6.8

<u>Median Income</u>	<u>% Families Under \$5000</u>
6718	

### Housing

Vacancy rates tend to be slightly higher than that of total Model City Area. Majority of the housing units are in multi-unit structures. A recent survey revealed 67 abandoned buildings.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
2376		21.0	23.3

<u>Structures Abandoned</u>
65.9

### Commercial Area

Health resources such as pharmacies have been decreasing at a continuing rate. Grove Hall businessmen working on funding. Mom and pop stores dominate the area. Most stores are boarded up from lower Blue Hill to Holborn Street. Signs of urban ills of mid-sixties.

### Community and Other Groups

Roxbury Multi-Service Center is a strong neighborhood organization. Shaw-Gould House offers numerous programs for growth in area.

### Summary of Needs

Rehabilitation incentives  
Area need major development  
Development of low-income housing and new commercial space.



## SUBAREA 6

### Population

Subarea 6 population is 95% black; more of the families are large, with six or more people. Small Spanish community along Columbia Road.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
7776	88.9	6.9	3.1	6.7

<u>Median Income</u>	<u>% Families Under \$5000</u>
5957	

### Housing

Most needed in area because of large families; most units are three decker frame; small number of abandoned interspersed throughout area.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
2258		21.0	

Structures Abandoned  
236

### Commercial Area

Several auto supply outlets  
Extensive rehabilitation is needed along Blue Hill Avenue.

### Community Groups

Roxbury Multi-Service Center is very strong in area.  
Franklin Field Tennis Center very active with youth in area.

### Summary of Needs

Minor fix-ups, public housing project at intersection of Blue Hill and Talbot Avenue.

Major program are needed throughout area. Subarea 6 suffers from all the major urban ills.



## WASHINGTON PARK

### Population

Washington Park still has some of the remaining Black families who lived in the area before the urban renewal process. The area's population is a socio-economic mix.

<u>Total 1970</u>	<u>Black 1970</u>	<u>White 1970</u>	<u>Spanish 1970</u>	<u>% Age Over 60</u>
20,100	89.0	--	--	12.0

<u>Median Income</u>	<u>% Families Under \$5000</u>
\$6500-8100	34.0

### Housing

The housing stock is a mix, consisting of garden-type apartments, triple deckers and single dwelling units.

<u>Total D.U.'s</u>	<u>Units Needing Over \$1000</u>	<u>Owner Occ.</u>	<u>% Units in 1-2 Families</u>
7100	2560	52.0	26.0

Structures Abandoned  
550

### Commercial Area

The Washington Park Shopping Mall constructed during the 1960's has deteriorated in the past several years with most of its stores vacant. Only state and city social service institutions remain.

### Community and Other Groups

The Freedom House is still the strongest institution in the area.

### Summary of Needs

Housing rehabilitation incentives  
Commercial area fix up





## Summary Current Issues in Model Cities-Washington Park District

1. Blue Hill Avenue Survey and Planning Study
2. Dudley Station lighting program to begin soon.
3. E.D.I.C. interest in industrial project near entrance to expressway.
4. Site of Roxbury Community College
5. Kasanoff's rezoning issue
6. Southwest Corridor project
7. Roxbury Action Program: the development of Kittredge Park and John Elliot Square.



TOTAL 1970 pop.	Subarea 1		Subarea 2		Subarea 3		Subarea 4		Subarea 5		Subarea 6		Washington Park
	7,924	7,513	11,315	10,916	11,560	7,776	20,100						
% CHANGE '60-'70	Sub areas not so	designated	1960				-23						
1970 Black	33.7	70.8	76.3	41.4	91.7	88.9	89.0						
1970 White	50.8	15.2	14.8	42.1	3.0	6.9	-						
1970 Spanish	13.9	12.3	7.3	14.4	4.0	3.1	-						
% over 60	18.0	16.2	12.4	11.9	6.8	6.7	12.0						
Median Family Income	7,549.	5,687	NA	5,591	6,718	5,957	6,500-8,100						
% Families under 5,000	26.1	42.0	NA	41.3	NA	NA	34.0						
Total Dwelling Units	2,568	1,819	3,463	3,172	2,376	2,258	7,100						
Units Needing over \$1,000	NA	NA	NA	NA	NA	NA	2,560						
Owner Occupied Structures	23.0	21.0	14.2	24.9	21.0	21.0	52.0						
% of Units 1-2 Family	25.5	17.1	20.6	26.2	23.3	20.3	26.0						
Abandoned Buildings	214	729	452	582	659	236	550						
Market Condition	weak	strong	fair	fair	strong	fair	strong						
Commercial Area Land	fair	fair	fair	fair	strong	strong	fair						

Wash. Park/Model Cities  
BRA. Plan. Dept. DPP.  
Neighborhood Profile. Pre-  
liminary. B65R N

BRA  
Nei

DATE